

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN,"2,338 tons.....Captain W. A. Valentine.
 " "FATSHAN,"2,260 "....." R. D. Thomas.
 " "KINSHAN,"1,995 "....." J. J. Lonsing.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM,"2,351 tons.....Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 7.30 A.M.
 On Saturdays a Second Departure about 7.30 P.M. On Sundays at 5 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"2,191 tons.....Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H. K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tons.....Captain J. Willox.
 " "NANNING,"560 "....." C. Buichart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th November, 1906.

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU.....	JAPAN	Second half December	JAVA PORTS	Second half December
TJILATJAP.....	JAVA	First half January	JAPAN	First half January
TJIPANAS.....	JAPAN	Second half January	JAVA PORTS	Second half January
TJIBQDAS.....	JAVA	Second half January	JAPAN	Second half January
TJILIWONG.....	JAPAN	First half February	JAVA PORTS	First half February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 17th December, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

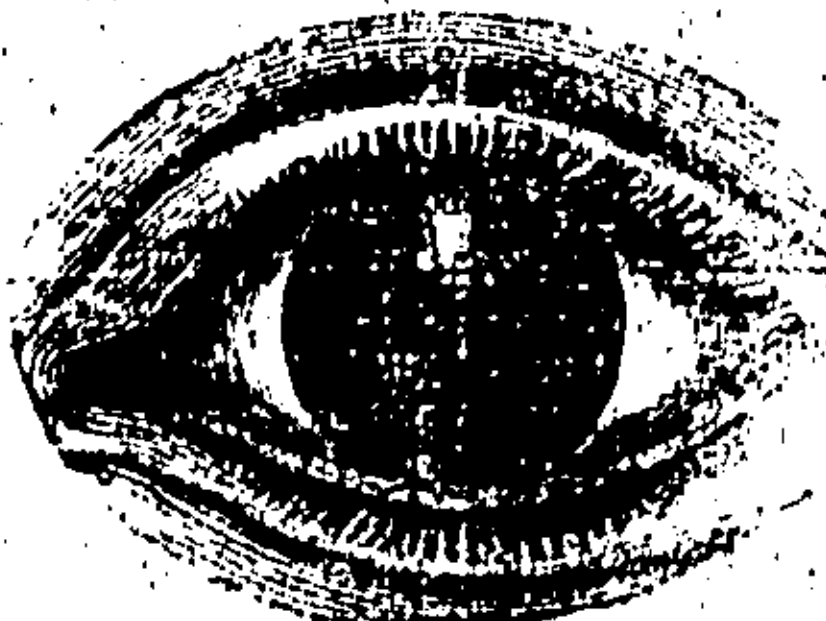
SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 The steamers sail from HONGKONG to SAMSHU, SHUHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

For the Round Trip\$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—

BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, FEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
 31, John Street, Bedford Row, W.C. 59, Bentinck Street. 565, Marking Road.
 Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. OHAUN.

THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY,
 37, Des Voeux Road CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 12nd July, 1904.

THIN TING.

LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'AGUIAR STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 20th July, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
 SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 2nd January, 1907.
SEYDLITZ.....	WEDNESDAY, 16th January.
PRINZ HEINRICH.....	WEDNESDAY, 30th January.
GNEISENAU.....	WEDNESDAY, 13th February.
PREUSSEN.....	WEDNESDAY, 27th February.
PRINZESS ALICE.....	WEDNESDAY, 13th March.
PRINZ LUDWIG.....	WEDNESDAY, 27th March.
ZIEITEN.....	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 8th May.

ON WEDNESDAY, the 2nd day of January, 1907, at Noon, the Steamship PRINZ EITEL FRIEDRICH, Captain E. Malchow, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 31st December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 1st January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 1st January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ..	\$61. 0. 0.	\$42. 0. 0.	\$22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ..	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
SANDAKAN.....	1,793	FRIDAY, 4th January, 1907.
MANILA.....	1,790	FRIDAY, 1st February.
PRINZ WALDEMAR.....	3,227	THURSDAY, 28th February.

ON FRIDAY, the 4th day of January, 1907, at Noon, the Steamship SANDAKAN, Captain Wendig, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00
Return	\$86.00	\$50.00	\$30.00
TO NEW GUINEA.....	\$28.10	\$18.10	\$14.00
Return	\$42.00	\$27.15	\$17.15
TO BRISBANE.....	\$20.10	\$14.00	\$10.00
Return	\$34.00	\$24.00	\$16.00
TO SYDNEY.....	\$23.10	\$15.00	\$10.00
Return	\$36.00	\$25.00	\$16.00
TO MELBOURNE.....	\$24.10	\$16.00	\$11.00
Return	\$38.00	\$26.00	\$17.00
TO YOKOHAMA.....	\$50.00	\$30.00	\$20.00
Return	\$86.00	\$50.00	\$30.00
TO KOBE.....	\$50.00	\$30.00	\$20.00
Return	\$86.00	\$50.00	\$30.00
TO YOKOHAMA & back from KOBE to HONGKONG ..	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS

SHANGHAI, NAGASAKI, } PRINZ HEINRICH.....WEDNESDAY, 2nd Jan.
 KOBE & YOKOHAMA }
 SHANGHAI, NAGASAKI, } GNEISENAU.....WEDNESDAY, 16th Jan.
 KOBE & YOKOHAMA }

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. Co, O. & O. S. S. Co, T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$62. 0. 0.
TO BREMEN.....	\$5. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 31st December, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 65 ft., bottom 76 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 20.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Ribs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Soetts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

[51]

AGE AND QUALITY GUARANTEED.

Watson's

DUNDEE WHISKY,

No. 10.

THE FINEST OLD SCOTCH.

J. WATSON & Co., Ltd., DUNDEE.

Hong Kong, General Agents,
 WATSON & Co., Ltd.,
 11, Des Voeux Road, Central.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 15 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 15 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 15 minutes.
NIGHT CARS.	
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.	every half hour.
SUNDAYS.	
8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 10.30 a.m.	Every 15 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 15 minutes.
NIGHT CARS at or Week Days.	

Intimation.
POWELL'S
28, Queen's Road,
(OPPOSITE THE CLOCK TOWER).

**SMART,
EXCLUSIVE
WAISTCOATS.**

**KNITTED
WOOLLEN.**
THE LATEST
DESIGNS AND
COLOURINGS
\$6.00 to \$14.50
Each.

**FLANNEL
STRIPES & CHECKS**
well-cut,
\$6.00 to \$8.75
Each.

TATTERSALLS
LINED FLANNEL,
perfectly built,
\$10 each.

**DRESSING
GOWNS**
CLOTH, WOOLLEN,
CAMELHAIR,
\$10 to \$50
Each.

**SMOKING
JACKETS**
very comfortable wear,
\$10 to \$25
Each.

Wm. POWELL, Ltd.,
Gent's Outfitters,
HONGKONG.
Hongkong, 24th December, 1906. [14]

To Let.
TO LET.
No. 8, D'AGUIAR STREET,
suitable for
SHOP AND DWELLING
HOUSE,
at present occupied
by
Messrs. K. A. J. CHOTIRMALL & Co.,
who will shortly remove
to
No. 64, QUEEN'S ROAD
CENTRAL.

Apply to—
K. A. J. CHOTIRMALL & CO.
Hongkong, 12th November, 1906. [530]

TO LET.
**EUROPEAN SHOPS, OFFICES, and
GODOWNS** (suitable for Dry Goods
Storage) at No. 14, Des Voeux Road Central,
(formerly occupied by Messrs. Shewan, Tomes
& Co.

Apply to—
HO TUNG,
Comptroller Department,
Jardine, Matheson & Co.
Hongkong, 26th September, 1906. [1949]

TO LET.
ONE GODOWN, at EAST POINT, close to
the Water, suitable for the storage of any
Cargo.
Floor Area 6,100 square feet.
Apply to—
JARDINE, MATHESON & Co.
Hongkong, 15th October, 1906. [1009]

TO LET.
**FOUR-ROOMED HOUSE on PRAYA
EAST, near East Point.**
Apply to—
JARDINE, MATHESON & Co.
Hongkong, 26th November, 1906. [1142]

TO LET.
**A FLAT and THREE ROOMS, near the
Hongkong Bank, suitable for Offices.**
Moderate rent.
Apply to—
X. Y. Z.
C/o Hongkong Telegraph.
Hongkong, 17th October, 1906. [1013]

TO LET.
**NO. 1, WEST END TERRACE, Shamcen,
Canton.**
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO. LD.**
Hongkong, 12th December, 1906. [1183]

TO LET.
"RANFURLY" CONDUIT ROAD.
OFFICES in KING'S BUILDING and
YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Con-
duit Road.
A HOUSE in RIFON TERRACE.
A HOUSE in WONG-NEI-CHUNG ROAD.
FLATS in MORETON TERRACE.
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO. LD.**
Hongkong, 14th December, 1906. [1212]

TO LET.
**A HOUSE in KNUTSFORD TERRACE,
KOWLOON.**
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO. LD.**
Hongkong, 31st July, 1906. [789]

TO LET.
**NO. 8 and 16, LEIGHTON HILL ROAD,
No. 51, WONG-NEI-CHUNG ROAD.**
Apply to—
**HONGKONG & KOWLOON LAND
& LOAN CO., LTD.,**
No. 8, Queen's Road West.
Hongkong, 7th November, 1906. [1073]

Insurance.
**NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.**
THE UNDERSIGNED AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.
SIEMSEN & Co.
Hongkong, 28th May, 1897. [118]

Auction.
PUBLIC AUCTION
OF
A UNIQUE COLLECTION OF
CHINESE PORCELAIN.
A FINE OPPORTUNITY FOR COLLECTORS.
THE Undersigned has received instructions to sell by PUBLIC AUCTION,
ON
Saturday,
the 29th DECEMBER, 1906, commencing at 2.30 P.M., at his SALES ROOMS,
Duddell Street,
A Very Fine and Valuable Collection of RARE OLD CHINESE PORCELAIN,
specially selected, embracing works from the reigns of the Ming Dynasty, Kanghi, Yung-
ching, Kienglung, Kahing and Tow Kwang;
Also,
A Choice Lot of OLD JADES, CRYSTALS, AGATES and EMBROIDERIES.
N.B.—All pieces described in the Catalogue as belonging to certain periods are guar-
anteed to be "GENUINE."
TERMS:—As Usual.
Catalogues will be issued.
On View from Thursday, the 27th December, 1906.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 20th December, 1906. [1225]

Intimations.
CHRISTMAS HOLIDAYS.
IN accordance with the Provisions of Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Trans-
action of Public Business TO-MORROW
(TUESDAY) and WEDNESDAY, the 25th
and 26th instant, respectively.
Hongkong, 24th December, 1906. [1215]

CHRISTMAS HOLIDAYS.
NOTICE is hereby given that FIRE IN-
SURANCE OFFICES will be CLOSED
for the Transaction of Public Business TO-
MORROW (TUESDAY) and WEDNESDAY,
25th and 26th instant, respectively.
By Order,
A. R. LOWE,
Secretary.
Hongkong, 24th December, 1906. [1231]

CHRISTMAS HOLIDAYS.
NOTICE is hereby given that FIRE IN-
SURANCE OFFICES will be CLOSED
for the Transaction of Public Business TO-
MORROW (TUESDAY) and WEDNESDAY,
25th and 26th instant, respectively.
By Order,
A. R. LOWE,
Secretary.
Hongkong, 24th December, 1906. [1231]

BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS.
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S KATHTEN'S GENUINE
COMPOSITION RED HAND
PAINT, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
HIPS STORES and REQUISITES
ALWAYS IN STOCK.
AT
REASONABLE PRICES.
Hongkong, 7th March, 1905. [61]

**THE HONGKONG
STUDIO.**
HIGHER CLASS PHOTOGRAPHY.
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.
PORTRAITS, GROUPS and ENLARG-
ING and COPYING in all Sizes.
LARGE SELECTION OF VIEWS ALWAYS
ON HAND.
PRICE VERY MODERATE.
Hongkong, 10th September, 1906. [161]

**THE HONGKONG
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HIGHER CLASS PHOTOGRAPHY.
41 & 43, QUEEN'S ROAD CENTRAL,
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PORTRAITS, GROUPS and ENLARG-
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PRICE VERY MODERATE.
Hongkong, 10th September, 1906. [161]

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LARGE SELECTION OF VIEWS ALWAYS
ON HAND.
PRICE VERY MODERATE.
Hongkong, 10th September, 1906. [161]

LI KWONG LOONG & CO.,
司公隆國李
CABINET-MAKERS and ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 35, DES VOEUX ROAD CENTRAL.
The only Shop in Hongkong with this name.
WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.
Have been patronized by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
S. Watson & Co., Ltd., Firms and other leading
Establishments in the Colony, to whom reference
may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.
Messrs. A. S. Watson & Co., Ltd. write as
follows:—
"We have pleasure in stating that Mr. L.
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."
(Sd.) A. S. WATSON & Co., Ltd.
ORDERS punctually attended to, and
CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 1st March, 1906. [569]

**THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD,** begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
this will be pleased to receive orders for all kinds
of NEEDLE WORK.
Célestine's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Child-
ren's Dresses, and all kinds of Embroidery,
Mittens can be supplied, if required.
The Superiores will also be most grateful
for any PAPER or OLD ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April, 1892.

CHINESE ADMINISTRATIVE REFORM.

Writing to the N. C. D. News on the 7th
inst., the Peking correspondent of our Shang-
hai contemporary says:—Some days ago I sent
you a letter regarding the proposed reorganiza-
tion of the various Provincial Governments
and the gist of the proposals from Prince Ching
and the various Viceroy, Governors and
Farther Generals throughout the Chinese Em-
pire. Most of the Viceroy and officers have
now telegraphed their replies to the Govern-
ment, and of these the most important is from
Viceroy Yuan, his Excellency's
recommendations are as follows:—
1.—The abolition of the various territorial
taotais.
2.—The retention of the Customs Taotais
who shall act as intermediaries with foreigners.
3.—The retention of Prefects, Departmental
Magistrates and District Magistrates.
4.—The abolition of the Sub-Prefects, as-
sistant Sub-Prefects and Sub-magistrates.
5.—The establishment of a Yishihui, or
Association for the Discussion of Territorial
Affairs in each district.
6.—The establishment of a Shentai-shenao
or Court of Justice in the various provincial
capitals and a Futaispano and Haisaispano
or Prefectural and District Courts of Justice in
the various prefectures and districts.
7.—The establishment of a Taichengshih or
Director of Financial Affairs, while the exist-
ing Pechengshih or Provincial Treasurer, is to
have sole charge of civil appointments and also
of agricultural, industrial and commercial affairs
in each province.
8.—The establishment of an Inspector of
Educational Affairs in each district.
9.—The establishment of offices charged with
police, salt and military affairs in each province.
10.—In order to save time and trouble all
the Prefects, Departmental Magistrates and
Magistrates are to report to and receive their
orders directly from the Viceroy, Governors,
or Farther General instead of through the Pro-
vincial Treasurers, Judges and Taotais as
heretofore.
11.—The establishment of a Hsuehshih
or Director of Constabulary in each province.
12.—The augmentation of the salaries of all
descriptions of officials in the Provinces so as
to enable them to live on their pay. Thus any
officials are to be severely punished according
to law in case they are found guilty of receiving
or extorting money, or bribes from the people
in their future.
It is said that, owing to the different opinions
expressed by the various Viceroy and others,
it will certainly take some time for the Coun-
cillors of the Imperial Government Reform to
arrive at any decision in the matter. Discussions
are taking place on the subject every day in
the Peiyangkingto in the inner city of Peking,
and H. E. Yuan is in constant telegraphic con-
sultation with the Councillors.

SEA-CAPTAIN'S STORY.

**Sensational Experience in
Singapore.**
A rumour which reached the ears of a Singa-
pore journalist resulted in an interview with
Captain James Warriner, the popular mariner
so favourably known to many of this city's
residents. "It is true," said Captain Warriner,
"that I have had what I may honestly describe
as a most remarkable experience. It relates to
my illness and cure by Dr. Williams' pink pills
for pale people, and I will gladly tell you the
story because I have proved these pills to be a
most wonderful medicine, and everybody in
my health should use them. About twelve
months ago I sank into a terrible weakness and
could only manage to crawl to my duties by
the aid of sticks. My back grew so weak that
I was almost doubled up, and, at times, I have
been prostrated with sharp searching pains
across my loins and stomach like the stab of
knives. Then, as time went on, buzzing noises
began in my head and deafness in my ears.
I scarcely slept at all at night but would lay
awake, restless and irritable. My head ached
fervently; my eyes were blood-shot; and my
tongue was coated with a thick yellow fur. I
could not eat a mouthful of food without cruel
agony across my chest, and distressing palpi-
tation. Sometimes my heart felt as if it would
cease beating. Then my head would grow
dizzy, and I would feel sick and faint.
Suddenly, I became a victim to dengue fever
which quickly completed the wreck of my
constitution. Doctors did their best to cure
me and gave me temporary relief, but I was
beyond cure by ordinary medicines and I
despaired of ever being well again.
When I was helpless and as feeble as a
child, a friend urged me to try Dr. Williams'
pink pills, which, he said, had cured his wife of
a similar weakness and poverty of blood. I
had little faith in advertised remedies, for I
had tried so many in vain, but having read of
other cases in the papers, which I found to be
genuine, I purchased a few bottles of Dr.
Williams' pink pills and began a course of that
wonderful medicine.
"I am now," continued Captain Warriner,
"heartily and well. I had taken bottles and
bottles of other medicine without relief, and I
was as weak as a man could be without actual-
ly dying when I commenced taking Dr.
Williams' pink pills. But I felt relief after the
first few doses and was much more cheerful.
I also slept better, and when I had taken the
second bottle my old health began to return.
I continued the medicine faithfully, according
to directions and in a month I was on my feet
again, feeling more fit than I had felt for years.
A pain which has lingered in my feet from
an old attack of blood-poisoning, contracted
many years ago, also became easier after I
commenced taking Dr. Williams' pink pills;
and by the time I had used the third bottle I
was perfectly free of all pain, and able to work
with energy and walk with greater freedom
than ever before.
The proper way to health is by Dr. Williams'
pink pills for pale people. They are the great
cure for blood-poisoning. They purify and at the same
time enrich the blood, and through the blood
give vigorous health to the whole system. The
published testimony of thousands proves Dr.
Williams' pink pills to be the only reliable
remedy for indigestion, liver complaint, head-
aches, skin diseases, boils and pimples, rheu-
matism, paralysis, beri-beri, the after effects of
fevers, dysentery and cholera (and particularly)
those ailments which afflict ladies between
youth and middle age. Obtainable in most
shops where medicines are sold, and also
direct from the Dr. Williams' Medicine Co.,
Singapore, six bottles for eight dollars, or one
bottle for one dollar and a half post free by air
mail."

Intimations.

THE WORRIED WOMEN.
They say men must work and women must
weep; but alas, in this too busy world, women
often have to work and weep at the same time.
Their holidays are too few and their work
heavy and monotonous. It makes them
nervous and irritable. The depressed and
worried woman loses her appetite and grows
thin and feeble. Once in a while she has spells
of palpitation and has to lie up for a day or two.
If some disease like influenza or malarial fever
happens to prevail she is almost certain to have
an attack of it, and that often paves the way for
chronic troubles of the throat, lungs and other
organs; and there is no saying what the end
may be. Let the tired and overladen woman
rest as much as possible; and, above all, place
at her command a bottle of

WAMPOL'S PREPARATION
a true and sure remedy for the ills and maladies
of women. It is palatable as honey, and con-
tains all the nutritive and curative properties of
Pure Cod Liver Oil, combined with the Com-
pound Syrup of Hypophosphites and the
Extracts of Malt and Wild Cherry. Search the
world over and you will find nothing to equal
it. Taken before meals it improves the nutri-
tive value of ordinary foods by making them
easier to assimilate, and has carried hope and
good cheer into thousands of darkened homes.
It is effective from the first dose, and probably
one bottle is all you may need. It is absolutely
reliable and effective in Blood Impurities,
Nervous Dyspepsia, Wasting Conditions,
Melancholy, Chlorosis, Impaired Nutrition,
Scrofula, Low Vitality, and all troubles of the
Throat and Lungs. Dr. E. J. Boyes says: "I
have found it a preparation of great merit. In
a recent case a patient gained nearly twenty
pounds in two months' treatment, in which it
was the principal remedial agent." It carries
the guarantee of reliability and cannot fail or
disappoint you. Why accept a substitute?
Sold by all chemists.

COLD STORAGE.
**THE HONGKONG ICE COMPANY,
LTD.,** have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.
WM. FARLANE,
Manager.
Hongkong, 22nd June, 1905. [171]

NIKKO CO.
WHOLESALE AND RETAIL DEALERS,
in all kinds of
JAPANESE FINE ART CURIOS, TEA
SETS, and SATSUMA WARE.
At Moderate Prices.
Orders Promptly Executed.
No. 5, ARSENAL STREET,
Hongkong.
Hongkong, 28th April, 1906. [1510]

THE WINE GROWERS SUPPLY CO.



BARRETT & CO.,
General Agents, Hongkong.

PORT WINE.

Direct Shipments from the
**COMPANHIA AGRICOLA E
COMMERCIAL DOS VINHOS DO
PORTO**
(Successors to Donna A. Ferreira).

Monopoly for China of
THE WINE GROWERS SUPPLY CO.

Light, Tawny (Brown Label).....	\$10.00 Per Doz. Case
White Tawny (Brown Label).....	10.50 "
Full, Wine (Brown Label).....	11.00 "
White Tawny (White Label).....	12.00 "
Medium Tawny (Brown Label).....	13.00 "
Tawny (White Label).....	14.00 "
Tawny, 1887 Vintage, Selected Old Port.....	15.00 "
Quinta da Granja, Selected Old Port.....	20.00 "
Dry No. 3, Selected Old Port.....	25.00 "
Quinta do Porto, Selected Old Port.....	30.00 "
Dry No. 2, Selected Old Port.....	35.00 "
Dry No. 1, Selected Old Port.....	50.00 "

BARRETT & CO.,
22nd April, 1906.
No. 22 & 24, RAFFLES BUILDING,
QUEEN'S ROAD CENTRAL.
Hongkong, 10th December, 1906. [116]

Intimation.



A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

NOTICE.

FOR THE CONVENIENCE OF
CUSTOMERS
OUR STORE

AND

WINE AND SPIRIT
DEPARTMENT
WILL REMAIN OPEN

UNTIL

6 p.m. on SATURDAY, 22nd Dec.

7 p.m. on MONDAY, 24th,
(Xmas Eve).

On XMAS DAY and BOXING DAY

the hours of business will be
From 10 a.m. until 1 p.m.

THE KOWLOON DISPENSARY

will remain open until

7 p.m. on MONDAY, 24th Dec.

(Xmas Eve).

Hongkong, 21st December, 1906.

measure of so much general importance involving an expenditure, admittedly of over three lakhs of dollars, but which may ultimately end in anything approaching half a million, is one which certainly should have been given publicity and ample scope afforded for a public discussion to the best advantage of the shareholders. As it happened, the meeting on the 18th August last, though representative in a measure, was certainly not so largely attended as the character and importance of the scheme demanded for its thorough and proper ventilation. There was a scheme cut and dried, which, on the statement of the chairman, had been considered by the committee. The nature of the scheme, which must unquestionably have occupied considerable time in order to mature, was literally at a moment's notice foisted on the members at a private meeting assembled. Those of the shareholders who do not care to attend the informality of the half-yearly meetings as we know them in Hongkong were not permitted the opportunity of hearing even the skeletonised outlines of the scheme, although their interests were deeply involved. We have good reason to believe that since that meeting the discussion which originated on the spur of the moment was officially reported and copies of the transcription were printed, but, unless to the directors and possibly a few of the favoured shareholders, such report is, to all intents and purposes, a dead letter so far as the general body of the shareholders or the general public are concerned. We are cognisant of the fact that strong opposition has been raised to the method whereby the ways and means were proposed to be provided for the carrying out of the scheme, by raising at a most unfortunate moment the capital of the company by surcharging the share assessment with a premium of 100 per cent. We also know that representations were made against the projected procedure of raising the funds and we know, moreover, that, in answer to these representations of the shareholders, the directors have decided that at the present moment an increase of capital may not be considered necessary. But that does not furnish us with any assurance that no such new assessment will ever be foisted, as the scheme has been, on the shareholders at a time when it may be most injudicious and impracticable to raise the money. Four years ago when the question of buying a site for an absolutely new dock was mooted and discussed with considerable warmth in the Press and at public meetings of the company, the shareholders agreed to the extension of the dock, but the directors thought otherwise and shelved the scheme. Now they force it upon the shareholders willy-nilly, at a time when the cry is continually being heard of tightness of money throughout the length and breadth of the East. It is fortunate in one sense that as the result of the lamentable disaster of the 18th September last the Dock Company has reaped a large contribution of remunerative work, and we believe that this fact has been urged by the shareholders on the attention of the directors with the view of utilising the profits towards the appropriation of the money for carrying out the dock extension. If this enlargement were to be paid out of the company's earnings we are in agreement with those shareholders who have represented the advantage of adopting such a course; but there is nothing to show that the directors will listen to the good counsels of the shareholders and appropriate the money in the way that has been suggested to them. We fear that the idea of the increase of capital has not yet been absolutely disposed of, and that at some time or another it is the intention of the board of directors to force upon the shareholders the proposed increase. They may argue that no resolution can be carried without a majority of the shareholders themselves, but as we know in Hongkong how loth shareholders are to express and ventilate their views at public meetings we can hardly take the resolutions arrived at upon such a momentous question as indicating the true feelings of those interested in this matter. They are guided sheepishly by those at the helm.

A PENSION SCHEME AND ITS
SEQUEL.

When the Government proposed last year to abolish the Widows' and Orphans' Pension Fund and absorb the balance at the credit of the Fund in the general revenue of the Colony, we offered a vigorous resistance to the scheme for several sound and substantial reasons. In the first place, it was wholly undesirable that the capital which had been collected by the arbitrary deductions made from the wages and salaries of officers in the civil service of this Colony should be swept away by a stroke of the pen and irrevocably lost. Had that happened none of those interested in the Fund, none of those having a legitimate claim in the event of its distribution, could ever hope to trace the amount they had assisted to create, and the Colony would have acquired an addition to its revenue by perfectly illegal methods. Even as it is the Pension

Fund operates in the most confusing fashion and very frequently to the gross disadvantage of the recipients of its bounty. We cited the case of a widow who has to walk a dozen miles in order to draw the munificent annual income of \$1 or \$2, and we have referred to the fact that although a man may have been compelled to add his quota to the Fund for twenty years it may yet happen that the provision which he has hoped would exist for his family after his death will be denied them under the regulations governing the granting of allowances. Many of the civil servants have never thought it worth while to devote a second thought to the matter, simply because they or their dependants are unlikely to claim relief from this impracticable form of life insurance, and look upon the monthly deductions as an unfair but legalised evil. As a matter of fact nobody appears to have penetrated the plan on which the Fund is worked and few can pretend to understand the exact meaning of the regulations which have to be applied when an application for assistance is made. However bad the principle on which the scheme was started, it was best that it should continue rather than that the money should be stolen for the doubtful benefit of the community and the undoubted injury of the contributors and beneficiaries. We know or have means of learning the amount at the credit of the Fund, but if that money were absorbed in the general revenue no auditor could tell, in a couple of years, what had become of it. It would have been dissipated in a variety of directions. Presumably those entitled to appropriations from the Fund would never have been allowed to suffer even in the problematical event of the Colony's bankruptcy, but that is no reason why the possibility should exist. As the result of considering the main objections to the scheme the Government withdrew the Bill which had been laid before the members of the Legislative Council and introduced a measure which was stripped of its predecessor's faults. That Bill was allowed to pass and the Fund is essentially in the same position as it was before. In Singapore, however, they were not half so sharp as in Hongkong, for the Government of the Straits Settlements was allowed to pass a Bill which swept the Fund out of existence. That occurred eighteen months ago, at a time when Singapore was raving on the question of the expropriation of the docks and the scheme of dock extension and harbour improvements. Consequently it is probable that the matter was lost sight of in the magnitude of the larger proposition, and became merely an uninteresting side line. Too late, the civil servants woke up to the loss of their Fund and memorialised the Secretary of State on the subject. The answer they received to that memorial is instructive and shows how amply warranted we were when we assisted squelching the Hongkong proposal. According to the *Singapore Free Press*, Lord Elgin has sent a wordy reply in which he traversed the objections submitted by the memorialists and politely ended with the remark: "It is necessary to add, however, that if I have dealt with their memorial at length, it must not be assumed that any useful purpose can be served by prolonging this correspondence. The Fund ceased to exist nearly eighteen months ago and it is impossible to revive it." Our contemporary also gives the following information: "Another letter from the Secretary of State for the Colonies directs the issue of the report of the fund, which was published, in accordance with a pledge given to the unofficial members, and because, according to Lord Elgin, 'the rates of such pensions would not be liable to be increased hereafter or reduced under any circumstances.'" So that as far as the general public or the contributors are concerned there is nothing to show what has become of the money which stood in the name of the civil servants. That is exactly what would have happened in Hongkong and what we strove successfully to prevent. The result of the apathy shown in Singapore when the scheme was put forward fully justifies the course we followed when the matter was under the consideration of the Legislative Council of Hongkong.

To-morrow being Christmas Day there will be no issue of the *Hongkong Telegraph*.

LOCAL AND GENERAL.

THE gun practice advertised to take place on the 27th and 28th instant has been cancelled.

INVITATIONS have been issued for a smoking concert to be held at the Water Police Station, Kowloon, on 3rd January, at 8.30 p.m. sharp.

THE members of the Hongkong Police Force hold their annual dance at No. 7, Police Station, West Point, on the 26th instant, at 8.30 p.m.

THE Chinese Engineering and Mining Corporation's output of the Company's three mines for the week ending December 8, 1906, amounted to 29,074 tons and the sales during the period to 21,258 58 tons.

THE Services in St. John's Cathedral on Christmas Day will be as follows:—Holy Communion 7.30 a.m. and 12 noon. Matins 11 a.m. There will also be a celebration of the Holy Communion in the Peak Church at 8 a.m.

THE coolie who was arrested at Hung-hom a week ago on suspicion of being the murderer of Mr. J. R. Craig, late chief clerk of the Hongkong and Whampoa Dock Company, was released to-day from custody owing to the failure on the part of the police to connect him with the crime.

A COOLIE named, Cheung Min put in an appearance before Mr. C. A. D. Melbourne, at the Police Court, this morning, on a charge of stealing some brass block fittings from the Naval Yard on Saturday last. Mr. H. S. Rigger prosecuted. The charge was proved and the coolie went to gaol for one week.

WORK on the proposed monument to be erected at Port Arthur in memory of those who died during the siege of that stronghold is to be commenced early next spring. The cost of the memorial is estimated at £20,000, but the subscriptions so far received—including some contributions from foreigners—does not total more than £10,000. If the balance of £10,000 is not subscribed before the work is commenced, the plans of the memorial must be largely modified.

OVER \$500 worth of silverware was stolen from No. 3, Babington Path yesterday morning. The house is occupied by Rev. Mr. J. H. France. When the reverend gentleman left the house yesterday morning for St. Peter's Church it is believed the silverware was safe in a cupboard. On his return he discovered that every piece had been removed. The police at West Point were communicated with, but so far no one has been arrested. A houseboy, formerly employed by Rev. France, is suspected of being the thief.

INSPECTOR McHardy, of Mount Gough Police Station, while out on patrol on Saturday night came upon a Chinaman in Barker Road carrying a ham. The inspector became suspicious and took the man to the station. Inquiries were made and it was learnt that the Chinaman was employed as houseboy by a family residing at No. 127, Peak Road. On Saturday evening he was sent to Mrs. Cooke, No. 125, Barker Road, with some oranges. It was during the absence of the cook from the kitchen that he picked up the ham and started down the road. He was charged with larceny, and on being placed before Mr. F. A. Hazeland, at the Police Court, this morning, received fifteen days' hard labour.

THE Osaka, Shosen Kaisha has under contemplation a scheme to open a service from Japan to the United States. Mr. Takenouchi, head of the Traffic Department of the Company, recently travelled to America and Europe for the purpose of inspecting steamship routes. The Company has decided to send the *Shibetsu Maru* to San Francisco from Kobe, via Moji, where the steamer will load some 4,000 tons of coal, bringing flour back on the return voyage from Tacoma and Seattle. The steamer is expected to leave Kobe about the 27th instant. If this voyage of the *Shibetsu Maru* proves successful, the service will be continued. The company has also a scheme under consideration to open regular services to Rangoon.

JAPAN AND AMERICA.

SPEECHES AT WASHINGTON.

THE PROPOSED NAVAL VISIT.

The *Japan Chronicle* of 16th inst. says:—According to a message to the *Asahi* from San Francisco, the representative of Oregon introduced a motion to the Senate urging that the treaty between Japan and the United States be revised, and the immigration of Japanese labourers into the United States be absolutely prohibited. Another Senator, whose name is given in the *Asahi* as "Layard," said that he felt compelled to support the contention that the exclusion of Japanese children from the schools should be left to the individual States concerned to decide.

A London message to the *Asahi* further states that the Senator, who is the leader of the opponents of the recent Presidential message, has declared that the principles of the President are most dangerous to the welfare of the United States, and that the Democrats are ready to oppose the surrender of the power of veto of individual States.

For the test action in the San Francisco Courts on the schools question, the case of a ten-year-old boy named Aoki Kikichi has been cited.

Admiral Saito, the Minister for the Navy, who arrived at Matsuyama on Thursday, inspected the naval arsenal and dock-yard and attended a dinner at the Naval Officers' Club in the evening. On Friday he inspected the captured warship—the *Asu Tange* and *Isami*, and left for Kure in the afternoon by rail. In an interview with Press representatives at Matsuyama, Admiral Saito is reported to have stated that the opposition to the projected dispatch of a squadron to America next year was only the outcome of sentiment aroused by the anti-Japanese movement in San Francisco. The invitation to dispatch a naval squadron was received last year, and had nothing to do with the present San Francisco agitation. The Admiral would not abandon the scheme on account of groundless sentiment. If the Diet approves the outlay

REPAIRING THE "FRONDS."

DOCK TENDER ACCEPTED.

FRENCH GOVERNMENT APPRECIATION.

Amongst the many vessels badly damaged by the typhoon of memorable 18th September last, it will be remembered that the French torpedo-boat *Fronde* was pretty badly damaged. This vessel is built of the very finest specially prepared steel, and when in Kowloon Bay, she was literally "sat upon and pounded" by a vessel which had broken her moorings and gone adrift. She suffered considerably, almost the entire fore-part of the vessel being crushed like matchwood, out of all semblance of a naval vessel. She was temporarily beached, and then came the question of repairing her. The Hongkong and Whampoa Dock Company were asked to submit a tender for putting the hull of the *Fronde* into thorough repair in order that the French naval authorities might consider whether the torpedo boat was worth spending money upon, having due regard to her age, the considerable amount of damage she had sustained, and her actual present value. The Dock Company thereupon put the *Fronde* on the stocks, and thoroughly overhauled and expertly examined her. After taking time to consider the matter, the company made their tender, the figure being telegraphed to the French naval authorities for their consideration. We are now courteously informed by Mons. Gaston Liebert, Consul for France, that the French authorities have accepted the Dock Company's tender, at the same time declaring it most reasonable, just and fair. When the *Fronde* was so apparently hopelessly damaged, the French cruiser *Gueydon* took off her guns, of which she carried seven, with all her torpedoes, and transferred them to the arsenal at Saigon, where they will be replaced on board the *Fronde* when she is repaired here, and able to proceed to that port, which, it is expected, will be about the middle of February, when a French cruiser will be sent up from Saigon to tow the *Fronde* thither. In the meantime the work on the boat is being pushed rapidly ahead.

The *Fronde* is a French torpedo-destroyer, of 350 tons, of which Lieut. Saint-Saens is the commander. As the repairs to the engines are such as can be executed by her own engineer crew it is decided to leave them to do the work on the hull, and, by courtesy of the dock authorities, they are housed on the premises. Mr. Liebert informs us that the French naval authorities are loud in their expressions of appreciation of the way they have been treated throughout the transactions by Mr. Wilson and Mr. Mitchell of the Dock Company, in every way, and also of the courtesy they have further extended to the engineers of the *Fronde*, thus enabling them to be most conveniently near their work.

HIGHWAY ROBBERY.

ONE MAN ARRESTED.

Shortly before mid day on Saturday last a Chinaman while on his way to Chinawan, via Lai-chi-ko, was "held up" by four men, and robbed of all he possessed—\$8. The robbers, it appeared, sprang out from behind some trees and partly blinded their man with a handful of lime, set upon him with bamboo poles. When they had him overpowered he was searched and his money stolen. The robbers then fled. The unfortunate man continued his journey, and on arriving at the next village he identified one of the robbers among a crowd of villagers. He gave the alarm and the man was arrested and removed to Yau-mat Police Station, where he was charged with robbery. Inspector Macdonald arraigned him before Mr. F. A. Hazeland, at the Police Court, this morning, and the case was remanded.

THE INSURRECTION IN KIANGSI.

A Nanch'ang (capital of Kiangsi province) dispatch states that a strong body of foreign-modelled troops sent by Viceroy Tuan Fang from Nanking has arrived at Nanch'ang. These troops will remain there at present, and will be ready to reinforce any part of the Imperial troops now encircling the insurgents at Pinghsian, and Liling that may need assistance. The above-noted brigade at Nanch'ang is the third that has been sent by his Excellency Viceroy Tuan Fang to crush the insurrection, and we learn that his Excellency is contemplating sending a fourth so as to make a clean sweep of the insurgents and prevent any more disturbances in the future. To the officers of every battalion of troops the Viceroy has sent instructions earnestly impressing upon them the importance of taking good care of all foreigners and native Christians who look to the Imperial Government for protection from harm.—*N. C. D. News.*

KULANGSU MUNICIPAL COUNCIL.

A meeting of the Kulangsu Municipal Council was held at the board room, on the 4th inst. There were present:—Messrs. W. H. Wallace (vice-chairman), C. A. V. Bowra, A. F. Gardiner, L. I. Thomas, the Health Officer and the Secretary. The Secretary was instructed to call for tenders for the removal of night soil for 1907. A dispatch was read from the senior consul concerning the registration of land recently acquired by the Council, and it was decided to ask the consul to furnish the Council with a certificate as to the suggested. The Secretary reported the heavy loss to the ratepayers arising through the number of assessments and licenses being paid in notes and small coins, and he was instructed to issue a notice that on and after the 1st January, 1907, all assessments and licenses of \$2.00 and over, are to be paid in the large dollar, otherwise discount at Hongkong and Shanghai Banking Corporation rates will be charged.

GENERAL CHINA Famine.

The Colonial Secretary has kindly communicated to us the following:—
[Telegram from H. M. Consul-General, Shanghai, dated 19th December, 1906, to Governor, Hongkong.]
"Central China Famine." I confirm following telegram sent to you: "Famine Relief Committee appeal to you form a representative Committee Hongkong collect further relief."

[Reply from Governor, Hongkong, dated 21st December, 1906.]
"In reply to your telegram of yesterday's date, regret unable to form local famine relief committee. Despatch follows by mail."

[Despatch from O.A.G., Hongkong, dated 22nd December, 1906.]
"Sir,—I have the honor to acknowledge the receipt of your telegram of the 19th instant, in which you request that a representative Committee should be formed in this Colony for the purpose of collecting subscriptions for the relief of the famine in Central China, and to enclose an *en clair* version of a telegram of the 21st instant sent in reply.
2. While sympathizing with the feeling of the Shanghai Community with regard to the unfortunate sufferers, I have, I am sorry to say, in view of the heavy call recently made upon the generosity of the public of Hongkong in connection with the distress caused by the typhoon of September last, I should not be justified in lending my official sanction to the opening of a new subscription list at the present time.
3. The financial outlook in connection with the approaching Chinese New Year settlement has further tended to confirm my decision.
4. The leading Hongkong firms are, as you are aware, represented in Shanghai and their subscriptions will doubtless go to swell the fund collected in your Settlement.—I have, etc.
(Sd.), F. H. MAY,
Officer Administering the Government.
His Britannic Majesty's Consul-General, Shanghai."

PROPERTY SALES.

At the offices of the Public Works Department this afternoon the sale by public auction was held of eleven lots of Crown land situated at Hung-hom and Shaukiwan respectively. The first lot was registered as Hung-hom Marine Lot No. 3, containing an area of 175,450 square feet, and not as previously advertised, 50 square feet having been cut off to suit the intending purchaser, which reduced the upset price to \$36,112; the property being knocked down, without competition, to the Hongkong and Whampoa Dock Company, Limited, for \$35,312.

This property carries an annual Crown rent of \$140.
The next ten lots were sold as one lot, and comprised Registered Marine Lots Nos. 1 to 10, situated at Shaukiwan, containing 20,196 square feet, and bearing an annual Crown rent of \$1,260. This lot became the property of Messrs. Butterfield and Swire for the sum of \$14,482. There was no competition in the bidding, and the property changed hands at \$34,472. This lot included Island lot No. 403, with an area of 20,196 square feet.

THE "TANSAN" BUILDING CASE.

WILKINSON versus SHIMODA.

Judgment was delivered on the 15th inst. in the Kobe Chihō Saibansho in the action brought by J. Clifford Wilkinson, of Kobe, against the Shimoda Building Company, of Yokohama, in which plaintiff claimed ¥11,544 in respect of loss in consequence of alleged defective construction of the buildings of the "Tansan" works.
Judgment was given for plaintiff for the sum claimed, with costs.

SHIPPING AND MAIL.

MAILS IN.

Indian (*Ararat*) 26th inst.
Indian (*Lightning*) 26th inst.
Australian (*Chinglu*) 27th inst.
English (*Dalla*) 27th inst., at noon.
American (*America*) 31st inst.
German (*Prins Bismarck*) 31st inst.
Indian (*Kutank*) 1st prox.
German (*Prins Heinrich*) and prox.
Australian (*Taiyuan*) 14th prox.
German (*Manila*) 15th of 16th prox.

The Imperial German Mail s.s. *Manila* left Sydney on 21st inst., at 7 p.m., and may be expected here on 15th or 16th prox.

The Imperial German Mail s.s. *Prins Heinrich* carrying the German Mails with dates from Berlin of the 4th inst., left Colombo on 22nd inst., p.m., and may be expected here on Wednesday, the 2nd prox.

The P. & O. S. N. Co.'s s.s. *Dilla* left Singapore for this port on 22nd inst., at 1 p.m.; with the outward English Mails, and is due here on 27th inst., at noon.

The C. N. Co.'s s.s. *Chinglu* leaves Manila to-day, and may be expected here on Thursday, 27th inst., a.m.

The C. N. Co.'s s.s. *Taming* left Manila to-day, and is due here on 27th inst., a.m.

The N. Y. K. s.s. *Kamashura Maru*, European Line, left Shanghai for this port on 22nd inst. and is expected here on 25th inst.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Hongkong on 20.3.3 p.m. on 22nd inst. and left again at 5.30 p.m. Sunday, for Nagasaki, where she is due to arrive at 7 a.m. on 24th inst.

The Imperial German Mail s.s. *Prins Bismarck* left Kobe via Nagasaki and Shanghai on 23rd inst., p.m., and may be expected here on 31st inst.

The Imperial German Mail s.s. *Prins Heinrich* left Hamburg on 19th inst., arrived at Singapore on 23rd inst., 9 a.m.

TELEGRAMS.

[Reuters.]

The Education Bill.

LONDON, 21st December. In the House of Commons, in reference to the Lords' message on Education Bill, Sir Henry Campbell-Bannerman moved that the order be discharged. The emphatic refusal to consider the amendments was received with Ministerial cheers. Sir Henry Campbell-Bannerman then said: "The motion meant that the dead body of the Bill, which the Lords had left at their door, might be carried out of sight." The motion was carried without a division.

Appointment.

The *Washington Post* states that Mr. Bryce is appointed British Ambassador to Washington. Lobby rumours say that Mr. Birrell will probably succeed Mr. Bryce.

Later.

Prorogation of Parliament.

Parliament has been prorogued. Sir Edward Grey, in the House of Commons, said that he had no reason to believe Japanese goods would receive preferential rates on the Chinese Eastern Railway, but if evidence of such preference was forthcoming, further investigations would be made.

The Opium Question.

Sir Edward Grey stated in the House that Great Britain had informed China that she was prepared to consider, sympathetically, any specific proposals regarding the importation and taxation of opium, and that proposals had since been received from China.

France.

22nd December.

The French Chamber by 413 to 166 has passed a new Government Bill modifying the Separation Law in such a way as to be conciliatory to the Church.

Germany.

In spite of the opposition of the Radicals and Socialists, whose attitude lately has been causing apprehension of a Ministerial defeat, the German Government, medium and semi-official journals have submitted a programme to the electors. They trust that the nation will render a second dissolution unnecessary, and say that no new Kulturkampf is contemplated. The conservative Reichstag declares that the first task of the new Reichstag will be a vigorous naval programme.

ACCIDENT TO GENERAL NOGI.

SERIOUS REPORT.

On Friday morning, reports the *Japan Chronicle* of 15th inst., General Nogi met with a serious accident while on his way home from the Imperial Palace, where the ceremony of presenting regimental colours had taken place. It appears that the General's charger bolted near the Sakashita gate of the Palace, being started by a carriage which was approaching at high speed. General Nogi was thrown off his horse into the roadway, but gained his feet without apparently being injured.

The General walked unassisted to the headquarters of the Imperial Guard near by and while describing his mishap to General Ishima, suddenly turned pale and grew incoherent in his speech. A doctor was at once sent for, and on his arrival General Nogi was quite unable to relate his experience. On examination it was found that the General was suffering from severe concussion of the brain, and he was immediately attended to by the doctors in attendance. His condition grew very dangerous, and Viscount Tanaka, Minister for the Imperial Household, repaired to the Palace and reported full particulars to His Majesty. Marshals Yamagata and Oyama, and Generals Nozu, Kuroki, Oshima, Kawamura and Nishi, with other officers and officials anxiously inquired as to the condition of the General.

Considerable anxiety was felt for some time, but at about 3.30 p.m. his condition improved a little, and at his own desire he was conveyed to his residence where he is now lying in a dangerous condition. The Crown Prince, on hearing of the accident, immediately sent a messenger to inquire after General Nogi's condition, also sending the customary present of a dozen bottles of wine.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 24th at 11.45 a.m.—The barometer has risen moderately slightly over S. Japan and S. China. The anticyclonic area is still central over the continent to the North of the Yangtsi, and pressure remains low, and in considerable defect of the normal, over N.E. Japan. It is about 0.2 inch above the average over the E. Coast of China.

Gradients continue rather steep, and hard monsoon will still be met with in the Formosa Channel and the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N.E. winds, fresh; rain at first, probably improving later.
2.—Formosa Channel, N.E. winds, strong to a gale.
3.—South coast of China between Hongkong and Lamock, N.E. winds, strong.
4.—South coast of China between Hongkong and Hainan, same as No. 3.

TWO COTTON SPINNING AND WEAVING CO., LTD.

The eleventh annual general meeting of the shareholders of the Ewo Cotton Spinning and Weaving Co., Ltd., took place at Shanghai on Monday at Messrs. Jardine, Matheson and Co.'s office, the Hon. Mr. Hy. Kewick (Chairman of Directors) presided.

The secretary having read the notice convening the meeting, the Chairman said:—Gentlemen.—The audited accounts of the Ewo Cotton Spinning and Weaving Co., Ltd., for the year ending 31st October, 1906, and accompanying report have been in the hands of shareholders for the period prescribed by our articles of association and with your permission we will follow the usual procedure and accept them as read. At our last annual meeting on December, 1905, my predecessor announced to the shareholders that the mill's production was sold for four months ahead at good, night and day working, profits, and the favourable condition of markets enabling us to continue an adherence to this policy, viz. of selling yarn forward and simultaneously covering with purchases of cotton so as to secure a certain profit—has resulted in the year's working account showing a larger credit balance than at any previous period in the history of the mill. The price of Chinese cotton throughout the year has remained on a fairly steady level, the average being slightly lower than in 1905. The quality has been good, being notably free from moisture, while the ample supplies have enabled us practically to dispense with the use of the imported article. The engine, boiler and machinery have according to custom been thoroughly overhauled during the year, and our manager reports that all are in first class condition and this is borne out by the fact that in maintaining every thing in a most efficient state we have spent no less a sum than Tls. 20,104.79. Turning to the figures in the account naturally the item that must first attract attention is the high sum at which "Yarn Stocks" stand—Tls. 610,000—and in this connection I would explain that over three quarters of this amount is sold to buyers of unquestionable security and the remainder is taken into new account at a considerable discount on current quotation. There is no cause for apprehension on this latter point. As regards waste—which stands at Tls. 53,000 odd—the high rate of sterling exchange has enabled consumer to import from Europe on favourable terms while at the same time prohibiting the export of our production, but I am pleased to say that since stock-taking practically the whole of the stock under this heading has been sold at a profit on the taking over price. I trust that shareholders will approve the conservative policy recommended by your committee in the proposed distribution of our available balance. In transferring the sum of Tls. 150,000, to an account for the equalization of dividends it is our aim to place the company on the basis of a steady dividend paying concern, in preference to distributing the whole of the profits earned during what has been an exceptionally prosperous period. The outlook for the immediate future is, as you are probably aware, by no means as favourable as at the same date last year and your committee therefore feel justified in recommending that the substantial sum of Tls. 64,986.25 be carried forward to a new account. You will observe that the sum of Tls. 45,937.90 set aside last year for repairs and renewals is still untouched, the expenses incurred under that heading during the year, viz. Tls. 28,104.79 having been borne by the working account. Before proposing the adoption of the report and accounts I shall be very pleased to answer any question that shareholders may desire to ask.

There being no questions, the Chairman proposed the adoption of the report and accounts as published.

Mr. A. McLeod seconded and the motion was unanimously agreed to.

The Chairman.—In accordance with article 17, the members of the consulting committee retire and all are eligible and offer themselves for re-election.

On the proposition of Mr. W. C. Murray seconded by Mr. H. J. Clark, the Consulting Committee as constituted were re-elected.

It was proposed by Mr. W. H. Barham and seconded by Mr. Duon that Mr. G. R. Wingrove be re-elected auditor of the Company.—Carried unanimously.

The Chairman.—I have nothing more to do, gentlemen, but to thank you for your attendance. Dividend warrants, as usual, will be ready very shortly.

A vote of thanks having been accorded to the Chairman, on the proposition of Mr. J. M. Young, the meeting terminated.—*Shanghai Times*.

AN EXCHANGE MYSTERY.

Yokohama papers publish the following letter from a correspondent signing himself "Down and Out"—"I arrived in this country some weeks ago with a number of ten-dollar notes of the Hongkong and Shanghai Banking Corporation, which I had obtained at the Hongkong branch at the rate of one English sovereign (£1) for \$8.65. At Kobe I could get but ¥10.50, and at the Kioto Hotel I was informed that they could not give me more than ¥8.10 for each ten-dollar note! Now, Sir, it may easily be figured out by how much I am on the wrong side, and, to me at least, my losses seem greater than can be accounted for by an equitable rate of exchange. Can you explain the mystery? Certain it is that if this sort of thing continues, the writer will soon be a promising candidate for membership of the Club composed of those unhappy mortals who are, at any rate financially, down and out."

CANTON DAY BY DAY.

EPIDEMIC OF FIRES.

[From Our Own Correspondent.]

Canton, 22nd December.

The fire at Sun Tao Larn which I reported yesterday, lasted until four o'clock in the afternoon. In all some twelve buildings were completely destroyed. The matched of the Bund Works Department was burnt down by the sparks, blows from the burning building by the high wind at the time. During the conflagration a thief, who was armed with a firearm, was arrested while trying to take things from the burning houses. At 7 o'clock in the evening, another conflagration occurred at Tai Tsai Tsai, originating in a grocery shop by some means yet unknown. The fire burned for fully an hour and a half, and fifteen buildings were gutted. Three thieves were arrested by the police, whilst attempting to decamp with spoils, taken from the burning buildings.

AMERICAN ENGINEER ENGAGED.

Some time ago, H. E. Viceroy Chow requested the American Consul-General to engage a foreign engineer for him. This morning an American engineer arrived here and at eleven o'clock paid a visit to the Viceroy, at his residence.

THE CONSULAR COURTS.

Some time ago, the British and German Consuls wrote to the Viceroy stating that the Nanyang Magistrate has left several law cases which were unsettled. The Viceroy wrote to the Magistrate to ascertain the number of such cases still unsettled, and received a reply that there are at present sixteen such cases. The Viceroy has ordered the Provincial Judge to take these cases in hand and to arrive at a settlement as soon as possible.

WATER POLICE.

The Viceroy has placed the Canton Water Police Department, under the direct control of the Head Police Station of Canton.

RAILWAY BUREAU.

The railway bureau, which was established by order of the Viceroy, for the purpose of settling affairs and difficulties, in connection with the railways of the province, has now been open for some time. Yesterday Viceroy Chow gave information to the public, instructing them in future that suggestions and petitions submitted by them to the Canton-Hankow Railway Company, should be forwarded to the bureau, to be discussed there before steps are taken.

FINANCIAL AFFAIRS.

Yesterday a meeting of shareholders of the Yueh-lan Railway Company was held in Mun Ian She Yuen, and there were present over a thousand persons. Mr. Chan Kung Yu was voted to the chair. The financial position of the Company was specially discussed, and the majority agreed that all the capital of the Company should be deposited in substantial banks. Messrs. Chan Kung Yu, Yung Sai Ngam, Shing Kwai Wing and Chu Yuck Chi were elected to take charge of the deposits, and a board of inspectors of accounts, consisting of 8 members was also appointed. Representatives of the native press were present to report the proceedings. It is reported that H. E. the Viceroy will to-day make an inspection of the branch line of the Canton-Hankow Railway—the section from Shek Wai Tong to Samshui.

TAXATION OF CATTLE.

Seeing that the taxes on cattle have caused the people much annoyance, H. E. the Viceroy has now issued instructions to abolish these taxes. The consideration of the Viceroy is appreciated all round.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—National Banks \$47, Union Insurance \$76, H.K. & C. M. Steamboats \$27, Kowloon Wharves \$94, Hongkong 1 and 510, Humphreys Estate \$112, Dairy Farms \$105, Cements \$101, Electric \$153, Watsons \$114.
Sellers:—Canton Insurance \$297, Hongkong Fires \$335, Indo-China \$74, China and Manila \$21, Douglas \$37, Shell Transport \$30, China Sweets \$130, Hongkong Docks \$45, Shanghai Docks Tls. 106, West Points \$50, Hongkong Cottons \$13, China Borneo \$10, Ices \$135, Ropes \$22, China Light and Power \$10, Powells \$8.
Ales:—Rauhs \$8.
Nominal:—Hongkong Banks \$825, China Fires \$93, Hongkong Wharves Tls. 235, Hongkong Hotels \$124, China Providents \$92, Tramways \$115.

TO-DAY'S EXCHANGE.

London—Bank T.T. 2/5
Do. demand 2/3 1/16
Do. 4 months' sight 2/3 1/16
France—Bank T.T. 2/4
America—Bank T.T. 2/4
Germany—Bank T.T. 2/3 1/16
India T.T. 2/3 1/16
Do. demand 167
Shanghai—Bank T.T. 73
Singapore T.T. 3 1/2 prem.
Japan—Bank T.T. 110 1/2
Java—Bank T.T. 110 1/2
Buying.
4 months' sight L/C. 2/3 1/16
6 months' sight L/C. 2/3 1/16
30 days' sight San Francisco & New York. 55 1/2
4 months' sight do. 56 1/2
30 days' sight Sydney and Melbourne 2 1/2 1/16
4 months' sight France 2 1/2
6 months' sight do. 2 1/2
4 months' sight Germany 2 1/2
Bar Silver 32 1/2
Gold of England rate 6 1/2
Sovereigns 8 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New 810/830
Old 840/870
Older 890/950
Oldest
China New 935
Old 975
Pepper New 87 1/2
Old 87 1/2
Foreign Paper 2

EXCITEMENT AT WANCHAI.

LAWBREAKERS BEFORE THE BENCH.

That there was something happening at Wanchai on Saturday and Sunday night, and that the policemen in that vicinity were put to the test, is manifested from the number of persons who appeared in the Police Court this morning on charges of being drunk and disorderly. The first man to come before the Bench was a Japanese fireman named Homoro Ohta. He was charged with disorderly behaviour, damaging property, and assault. Ohta who was wild from drink, went into the bar of the Soldiers' Club and ordered a drink. He was told as quietly as possible by the barman that no civilian was allowed to be served there. Ohta then went about to smash up the house. Rushing up to the sideboard he seized every glass in sight and flung them about the room. In less than a minute the floor of the room was covered with fragments of glass, and those persons who had dropped in for a quiet drink had to be on the hop to keep clear of the flying missiles. The Jap was seized and handed over to a policeman who proceeded to take him to the lock-up. Ohta turned on the policeman and would have the officer sorry he had come on that beat had not a couple of Tommies stepped in and gave the Jap his bearings. Mr. C.A.D. Melbourne, before whom the Jap came, fined him \$1 for being disorderly, ordered him to pay \$8 compensation for the damage done, and asked him to pay a further sum of \$10 for punishing the policeman.

AN OVERTURNER OF RICKSHAS.

Joseph Mutch, a tailor on board H.M. surveying ship *Waterwitch*, was the next delinquent. His fit of merriment took the form of overturning rickshas along Queen's Road East and, rolling the coolies in the mud. He admitted the two charges preferred against him—disorderly behaviour and assault. He was fined \$2 on the first count and \$3 on the second.

AN OLD OFFENDER.

No one attached to the Magistracy was surprised this morning when they saw Michael Kaby facing the music again. On the last occasion Kaby took such a handful of firewater that it took him nearly a week in hospital to recover himself, and when he was taken before the Bench he was fined and bound over in the sum of \$25 to be of good conduct for six months. That was about three weeks ago. The charge against him this morning was that of being drunk and incapable, which he admitted. He was fined \$5 for that offence, his \$25 bond was ordered to be forfeited, and he was again bound over to keep the peace.

A DANGEROUS MAN.

Lewis Stronich, a fireman employed on board a German steamer, admitted the two charges preferred against him by Inspector Gourlay—drunk and disorderly and carrying a dangerous weapon without police permission. The defendant after leaving a house in Ship Street was seen suddenly to pull out a dagger and swinging it above his head, careered down the road. Policemen Sutherland soon had the German under control and on the way to the station. He was fined \$3 on the first item and \$5 on the second, and the dagger ordered to be confiscated.

LUKONG KICKED.

Meral Kalle, another seaman, fell asleep in his ricksha along the Praya East last night. A *lukong* seeing the unconscious man, stopped the vehicle, and roused him. Kalle sprang out of the ricksha, picked himself up, and sailed into the *lukong* first. He was arrested on a charge of assault, and Mr. Hazeland fined him \$5 this morning. A German sailor from the *Furst Blumark* paid 13 for being drunk last night.

BEGGING.

The Wanchai police apparently have got their eyes fixed on those beachcombers who live in the habit of congregating at the corner of the Praya East and Arsenal Street and annoying pedestrians. Few ladies, or even men, who look soft, can pass in that vicinity without being accosted by men, who are out of work, and not looking for any, and want "a few cents for a bed." Peter Lobby was arrested yesterday and arraigned before Mr. Hazeland, this morning, on a charge of begging. He admitted the charge and was fined \$5, or in default fourteen days' imprisonment.

UNITED STATES COURT FOR CHINA.

FORMAL OPENING IN SHANGHAI.

The opening of the United States Court for China took place yesterday morning, says the *Shanghai Times* of 18th inst., at the American Consulate. The following officers of the Court were present:—The Hon. Lebeus R. Willey Judge, the Hon. A. Bassett, District Attorney, Mr. Orville R. Leonard, United States Marshal, and Dr. F. E. Hinckley, Clerk of the Court.

There were also present various members Messrs. T. R. Jernigan, S. Fessenden, F. M. Brooks, C. R. Holcomb, E. Lamme, W. I. Rodgers and several other representative Americans. At 10.30 a.m., His Honour entered the Courtroom, escorted by the Hon. James L. Rodgers, American Consul General, all present standing. His Honour at once took his seat on the Bench while Consul-General Rodgers took a seat to the right.

His Honour announced that the United States Court for China was now open for business. The opening of that institution, the United States Court for China, was provided for by law and consisted of a Judge, District Attorney, Clerk of the Court and a United States Marshal. These officers were provided with Commissions and they would then be handed over to the custody of the Clerk who would see that they were put on record. This was duly done. His Honour then called on the Clerk of the Court to produce the Seal of the United States Court for China, which was accordingly done. His Honour then announced that the first term of the United States Court for China for the City of Shanghai would begin on January second, nineteen hundred and seven.

At ten o'clock, in the American Consulate at Shanghai.

The procedure of the Court shall be in accordance, so far as practicable, with the existing procedure prescribed for United States Consular Courts for China until changed or modified by order of the Court.

American attorneys who desire admission to the Court shall qualify by furnishing a certificate of good moral character satisfactory to the Court and passing an examination on such branches of the law as may be prescribed by the Court. Examination shall be public and held at the American Consulate. They may be written or oral.

A written examination for admission to the bar will be held in Shanghai on Monday, December the twenty-fourth, 1906, at the American Consulate at nine o'clock a.m. The examination will embrace the following subjects:—

1. Equity. 2. Evidence and Pleading. 3. Contracts. 4. Torts. 5. International Law (Conflict of Laws). 6. Criminal Law. 7. U.S. Revised Statute, section 4083-4 30. Act of June 30, 1906, creating U.S. Court for China. 8. Wills and Administration of Estates.

Persons desiring to take the examination shall file application accompanied by certificate of moral character with the Clerk of the Court on or before December the twenty-second, 1906. A foreign practitioner certified by an official of his own nationality verified with judicial authority may be admitted by courtesy to practise in this Court.

His Honour said that if there were any applicants who desired to review any of the books in Court for the purpose of the examination, they were at liberty to do so. There were some other books that had just arrived, but had not been unpacked yet, but they would be ready in a few days. This was all the business that was before the Court at present and the first term would open on the 2nd January, 1907. The Court was now adjourned till that date. The visitors each in turn shook hands with Judge Willey and bade him a hearty welcome to Shanghai and the proceedings terminated.

To-day's Advertisements.

NEW YEAR HOLIDAYS.

IN accordance with Government Notification No. 1056 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 31st instant, and TUESDAY, 1st January, 1907.
Hongkong, 24th December, 1906. [1231]



PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to sell by PUBLIC AUCTION,

ON THURSDAY,

the 27th December, 1906, at Noon, at Messrs. Jardine, Matheson & Co.'s Godown G, Bowrington, 1,437 Tins KEROSENE OIL.

TERMS:—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 24th December, 1906. [1235]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

ON MONDAY,

the 31st December, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, (corner of Ice House Street), AN ASSORTMENT OF ARTICLES, suitable for New Year's Gifts;

ALSO

20 Cases PERINET and FILS CHAM-PAGNE, 60 Cases COGNAC—MARIE, BRIZARD and ROGER 3 Stars, 100 Cases SCOTCH WHISKY;

AND

100 Boxes MESSALINA CIGARS. Special Holiday Stock in Dainty Gift Boxes. TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 24th December, 1906. [1236]

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship "RAS BERA," Captain Morris, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on the 31st instant, at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 24th December, 1906. [1233]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG" 4,258 H.P. W. WALKER. Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening. Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey, 15 (Servant excluded). Meals \$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.

No. 2, Queen's Road West.

Hongkong, 24th December, 1906. [1077]

Intimations.

THE ROBINSON PIANO CO., LD.

TALKING MACHINES AND RECORDS.

New Stock just arrived

LARGE AND VARIED ASSORTMENT.

MUSIC. Comic Opera Scores and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [138]

UNSURPASSED FOR QUALITY AND CONDITION.

HALL'S 'BOAR'S HEAD' BRAND.

GUINNESS'S EXTRA FOREIGN STOUT.

BASS'S INDIA PALE ALE.

(RED TRIANGLE).

THE VERY FINEST PRODUCTIONS

OF THE CELEBRATED BREWERIES

OF

Messrs. A. GUINNESS, SON

& Co., Ltd.,

Messrs. BASS & Co., Ltd.

IN CASES QUARTS, PINTS, AND SPLITS.

PRICE LIST ON APPLICATION.

10% DISCOUNT ALLOWED UNTIL FURTHER NOTICE.

SOLE AGENTS:

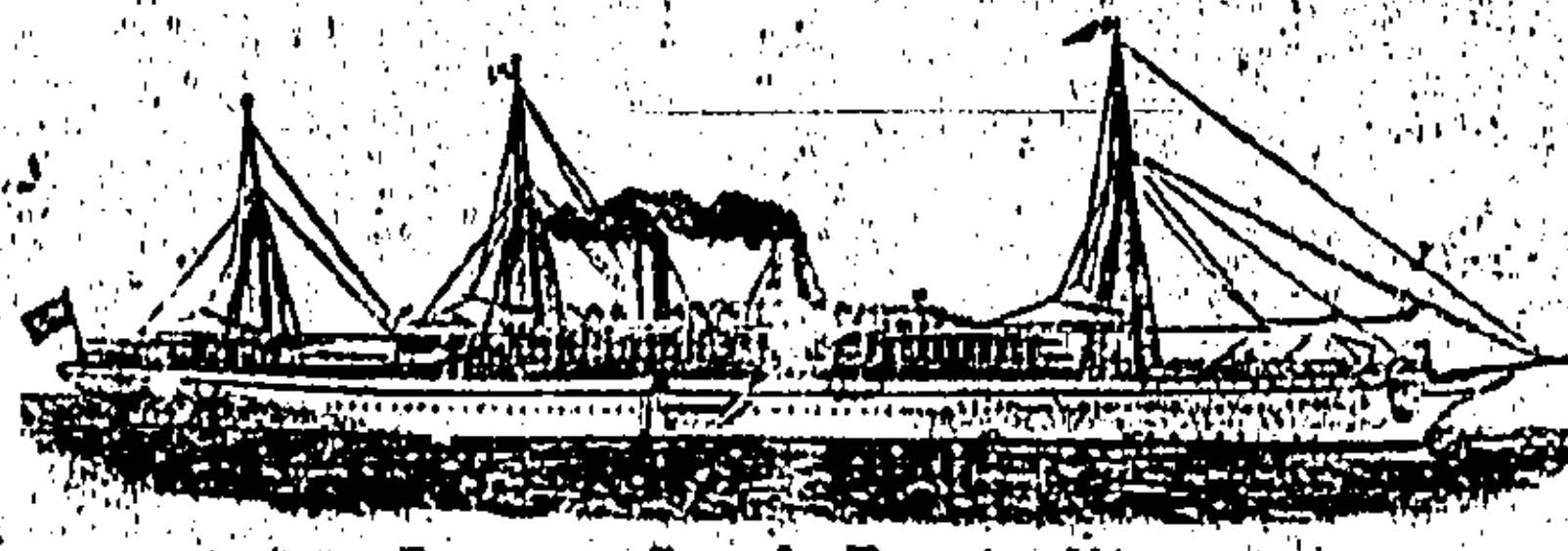
H. PRICE & CO.

WINE AND SPIRIT MERCHANTS

11, QUEEN'S ROAD CENTRAL

Hongkong, 18th December, 1906.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,425	WEDNESDAY, January 9th	February 2nd
"EMPRESS OF CHINA"	6,000	THURSDAY, January 17th	February 4th
"MONTEAGLE"	6,163	WEDNESDAY, January 23rd	February 16th
"EMPRESS OF INDIA"	6,000	THURSDAY, February 14th	March 4th
"ATHENIAN"	3,882	WEDNESDAY, February 20th	March 16th
"EMPRESS OF JAPAN"	6,000	THURSDAY, March 14th	April 1st

"EMPRESS" (steamers will depart from Hongkong at 4 P.M.)

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....old St. Lawrence £60. Vid New York £62.
Hongkong to London, Intermediate on
Steamers, and 1st Class on Railways " £40. " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

M. N. KONG, 20th December, 1906. D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya. [13]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	HANGSANG	TUESDAY, 25th Dec., Daylight.
SINGAPORE	FAUSANG	THURSDAY, 27th Dec., 3 P.M.

Taking Cargo on through Bills of Lading to Chiofo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 22nd December, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAID
NINGPO AND SHANGHAI	"KWANGSE"	26th December, 4 p.m.
SHANGHAI, TSINGTAO AND CHEFOO	"YINGCHOW"	26th " "
MANILA	"TEAN"	26th " "
CEBU AND ILOILO	"KAIFONG"	27th " "
SHANGHAI	"SHAOHSING"	29th " "
YOKOHAMA AND KOBÉ	"CHINGTU"	30th " Daylight.

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

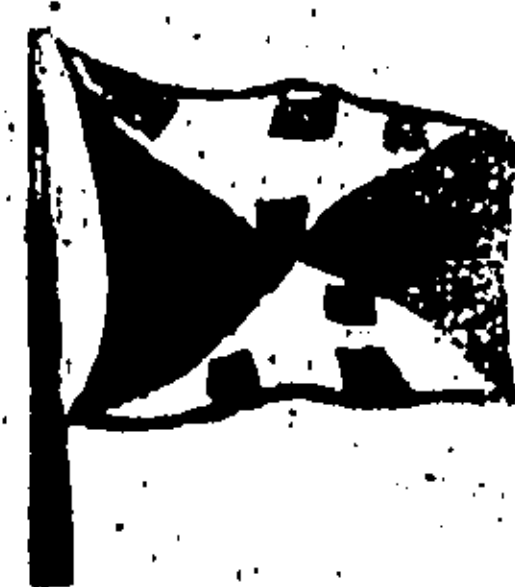
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duty qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th December, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For.	Sailing Dates.
ROBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 19th Dec., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 5th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 21st December, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship. About.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd November, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.
PASSENGER SERVICE.

By the new steamers, "RHEINLAND," "HAMBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin, the berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabin. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
FOR SHANGHAI, KOBÉ AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
SILESIA 2nd January.	ANDENSTADT 3rd January.
SCANDIA 1st February.	AMERICA 15th January.
HAMBURG 3rd March.	SPZIA 25th January.
RHEINLAND 1st April.	SILESIA 8th February.
Hongkong, 24th December, 1906.	FOR NEW YORK.
	VANDALIA 5th January.
	NUBIA 29th January.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR."

Captain A. E. Genies, will be despatched for the above Ports, on FRIDAY, the 28th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 20th December, 1906. [1214]

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, ANTWERP AND LONDON.

THE Steamship

"CARNARVONSHIRE."

Captain G. W. Jackson, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 21st December, 1906. [1227]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BORNEO."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 27th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 21st December, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALERMO."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 24th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 18th December, 1906. [1219]

Shipping—Steamers.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBÉ AND YOKOHAMA.

THE Company's Steamship

"SALAZIE."

Captain Alland, will be despatched as above, on or about MONDAY, the 24th instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 18th December, 1906. [11]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SEYDLITZ."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before THURSDAY, the 20th of December, at 3 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th of December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th of December, at 9.30 A.M.

All Claims must reach us before the 4th of January, 1907, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 20th December, 1906. [12]

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SANDAKAN."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before WEDNESDAY, the 19th of December, at 11 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th of December will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th of December, at 9.30 A.M.

All Claims must reach us before the 29th of December, 1906, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 18th December, 1906. [12]

THE H. A. L. Steamship

"SPZIA."

Captain Malchow, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TODAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th December, 1906. [1219]

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON.HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "POLYNESIE."

Captain Broc, will be despatched for MARSEILLES TO-MORROW, the 25th December, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
S.S. YARRA 8th January, 1907.
S.S. SALAZIE 22nd January.
S.S. OCEANIE 5th February.

G. DE CHAMPEAUX,
Agent.
Hongkong, 24th December, 1906. [11]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI."

Captain J. D. Andrews, R.N.R., carrying His Ma-
jesty's mails, will be despatched from this for
BO BHAY, on SATURDAY, the 29th Decem-
ber, at Noon, taking Passengers and Cargo for
above Ports in connection with the Com-
pany's S.S. Victoria, 6,500 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement)
will be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Cal-
cutta, due in London on 9th February, 1907.

Parcels will be received at this Office until 3
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 19th December, 1906. [14]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBÉ AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Plender 3,753 F.G. Purinton 31st Dec.

Lyra 4,417 G. V. Williams 9th Jan.

Shawmut 9,606 E. V. Roberts 23rd Jan.

Hyades 3,753 J. Alwen 30th Jan.

Tremont 9,606 T. W. Garlick.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDRESS.

The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 12th December, 1906. [12]

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA" 19th January, 1907.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 20th December, 1906.

ALLKOD BRANCH OF
CONTRACT.

CARLOWITZ & CO., JAPANESE DEALERS.

The full text is to hand of the judgment
delivered on the 20th ultimo in the Kobe Chibo
Saibansho in the action brought by A. J.
McGraw, manager of Messrs. Carlowitz & Co.,
No. 124, Kobe, against Minamoto Kotaro, and
three other sago palm leaf dealers, for damages
amounting to ¥44,804 for breach of contract.
As will be remembered, the proceedings were
confined to the examination of the ground of
the claim, and the judgment is in a sense
interlocutory. The claim against two defend-
ants—Ikabata and Miyaji (producers of the
leaf) has been dismissed, while the claim
against the two other defendants—Minamoto
and Nomura, has been decided to have legal
ground. The reasons for the judgment are
given as follows:—

1.—In considering the question as to whether
the sale of the leaf is a business
conducted in partnership by the four defend-
ants, the Court finds that Exhibit No. 14,
which plaintiff maintains to be a contract
of partnership formed among the
defendants, containing statements as would
lead one to assume such was the
case, relating to the preparation of the leaf, and
the sale thereof, or stating that one party un-
dertakes the preparation and the other the sale
of the leaf. But if those men were incorporated
in a partnership it would be necessary to pro-
vide some funds, forming the basis of a part-
nership business. In the exhibit quoted, how-
ever, no provisions

100-443887-100

SWEETS, FONDANTS, MARRONS GLACES
FRENCH, ENGLISH AND SWISS
CHOCOLATES AND BON-BONS

**CHAMPAGNES, BURGUNDIES AND
CLARETS**
OF THE CHOICEST VINTAGES.

**Before making your purchases you should inspect
our stock.**

69, QUEEN'S ROAD CENTRAL

Hongkong, 20th December, 1906.

1132

NOTE, WRITING AND BOOK PAPERS.

BY THE QUIRE OR REAM.

The Celebrated Wiggins Teape & Co.'s "3009"

Bank Wove (Blue and Cream).

T. H. Saunders's Handmade Papers.

Note and Letter Papers, with Envelopes to match, in boxes.

For samples and prices,

Apply at—

THE "HONGKONG TELEGRAPH" OFFICE,
1, Ice House Road.

Hongkong, 7th December, 1906.

CUTLER, PALMER & CO.
WINE & SPIRIT MERCHANTS.

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

	One Case.	One Case.
	Qu.	Per.
COGNAC	821.50	—
"	19.00	—
"	16.00	—
WHISKY, PALL MALL	19.00	—
" JOHN WALKER	12.00	—
" C. P. & CO'S SPECIAL BLEND.	19.00	—
PORT WINE, INVALIDS	19.00	—
" DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
" LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,
HONGKONG AGENTS.

Hongkong, 16th November, 1906.

ACHEE & CO.
ESTABLISHED 1850.

ESTABLISHED 1859.

FURNITURE

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256

AMATEUR WORK Receives **PROMPT** and **CAREFUL ATTENTION.**
Hankow, 16th May, 1901

Hongkong, 26th May, 1961

SHARE QUOTATIONS

Supplied by Messrs. E. S. KAPOORIE & Co. Corrected to noon; late alterations given under "Commercial Intelligence," page 2.

STOCKS.	NO. OF SHARES.	VALUE.	PAID-UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND PER SHARE LAST YEAR.	CLOSING POSITION.
BANKS.								
Hongkong & Shanghai Banking Corporation	10,000	\$125	\$125	\$1,000,000 \$1,000,000 \$1,000,000	\$1,212,472	\$1.15 @ Ex. 3/4 = \$1.647 for first half- year 1905	28 1/2	\$125 sellers London 100
National Bank of China, Limited	10,025	£7	£6	\$1,727,735 \$1,727,735	\$74,090	\$2 (London 3/6) for 1905	28 1/2	£100
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000 \$2,000,000	\$233,638	\$20 for 1905	49 1/2	\$207 1/2
North China Insurance Company, Limited	10,000	£15	£5	\$1,100,000 \$1,100,000 \$1,100,000	Tls. 185,529	Final of 7/6 making 15/- for year ended 30.6.1906	6 1/2	Tls. 324 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$270,271	Interim div. of \$30 for 1905	48 1/2	\$700 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000	\$508,334	\$12 and \$3 special dividend for 1904	82 1/2	\$160 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$1,000,000 \$1,000,000	\$344,098	\$2 for 1904	61 1/2	\$20
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000 \$1,200,000 \$1,200,000	\$422,618	\$25 for 1904	78 1/2	\$335 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$6,000 \$6,000 \$6,000	\$6,563	\$1 1/2 for 1905	7 1/2	\$21
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$50,000 \$50,000 \$50,000	Nil.	\$2 1/2 for year ended 30.1.1906	64 1/2	\$57
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$12,000 \$12,000 \$12,000	\$5,464	\$1 for first half-year 1906	78 1/2	\$57
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$1,000,000 \$1,000,000 \$1,000,000	£2,452	10/- @ ex. 9/10 = \$1.69	5 1/2	\$95 sales
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 40,000 Tls. 40,000 Tls. 40,000	Tls. 31,156	Interim div. of Tls. 2 1/2	9 1/2	Tls. 55 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 40,000 Tls. 40,000 Tls. 40,000	Tls. 31,156	Interim div. of Tls. 2 1/2	9 1/2	Tls. 55 buyers
Stell Transport and Trading Company, Limited	10,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000	\$207,815	1/- (Coupon No. 6) for 1905	4 1/2	\$26 buyers
Star Ferry Company, Limited	10,000	£10	£10	\$1,000,000 \$1,000,000 \$1,000,000	\$218	\$1.50 for year ending 30.4.1906	48 1/2	\$174 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 40,000 Tls. 40,000 Tls. 40,000	Tls. 31,156	Interim div. of Tls. 2 account 1906	61 1/2	Tls. 55 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$850,000 \$850,000	\$40,974	Final of \$15 making \$25 for 1905	104 1/2	\$130
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 \$700,000 \$700,000	\$132,588	\$1 for 1905	104 1/2	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 8,915	Tls. 4 (8%) for year ending 31.8.06	5 1/2	Tls. 80 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000	\$12,546	Final of 1/- (No. 7) making 2 1/2 for year ended 30.6.1906	7 1/2	Tls. 100 buyers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	\$5,000,000 \$5,000,000 \$5,000,000	G. \$909,050	Interim of 50 cents for account 1906	10 1/2	G. \$10 sellers
South Australian Gold Mining Company, Limited	50,000	£1	£1	\$500,000 \$500,000 \$500,000	\$8,745	No. 12 of 1/2 = 6 cents	104 1/2	184 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000 \$70,000 \$70,000	\$8,915	\$2 for 1905	42 1/2	\$21
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$2,000,000 \$2,000,000 \$2,000,000	\$20,040	\$2 1/2 for 1906	64 1/2	\$94 buyers
Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$500,000 \$500,000 \$500,000	\$50,087	\$6 for first half-year ending 30.6.06	82 1/2	\$145
New Amoy Dock Company, Limited	10,000	\$25	\$25	\$250,000 \$250,000 \$250,000	\$2,221	\$1 for 1905	61 1/2	\$16
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 3,997	Final of 6 1/2 = 10% for 1905	78 1/2	Tls. 108 sales
Shanghai and Hongkong Wharf Company, Limited	33,000	Tls. 100	Tls. 100	Tls. 3,300,000 Tls. 3,300,000 Tls. 3,300,000	Tls. 57,065			

Printed and Published by JOHN PEDRO BRAGA, for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company
No. 3, Ice House Road, in the City of Victoria, Hongkong.